

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY East Germany

REPORT

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SUBJECT Dresden/Klotzsche Airfield

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report on the Dresden/Klotzsche airfield which gives information on the following:
(1) Runway, (2) Taxiways/Hardstandings, (3) Hangars, (4) Fuel Storage, (5) Rail Spur, (6) Buildings, (7) Aircraft, (8) Future Plans for Development, (9) Radar, (10) Aircraft Factory, and (11) Underground Installations. Four attachments are also included: Attachment A shows the main features of the airfield, and the adjoining aircraft factory; Attachment B is a legend corresponding to Attachment 1; Attachment C shows a sketch of one of the hangars (Objekt 13), and Attachment D shows a sketch of the radar apparatus on the roof of the Hansa Haus.

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Note: Washington distribution indicated by "X"; Field distribution by "#".

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DRESDEN/KLOTZSCHE Airfield (Up to end of December 1957)Appendix "A"

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Appendix "B"

Key to diagram at Appendix "A"

Appendix "C"

Sketch of Hangar (Objekt 13)

Appendix "D"

Sketch of Radar Apparatus on roof of Hansa Haus.

RUNWAY

1. The direction of the runway is NE/SW approximately parallel to the DRESDEN/BAUTZEN Autobahn.
2. At the beginning of May 1957 about 3,000 m. had been fully concreted to a width of 42 m. Up to the end of September 1957 a further two strips, each 18 m. in width and about 3,000 m. in length, had been concreted to the N.E.; the dividing strip of 6 m. in the middle was to be concreted shortly, giving a total width of 42 m. for the whole 6 km. length of runway. It was planned, however, to extend the runway still further in a N.E. direction.
3. The thickness of the concrete on the runway was 40 cm. laid on a thin layer of gravel underneath which was a 20 cm. thickness of ballast (broken stones).
4. Buildings in the village of GOMLITZ (MR 155676) had been demolished to make room for the runway and the remainder within the airfield boundary were in course of demolition.

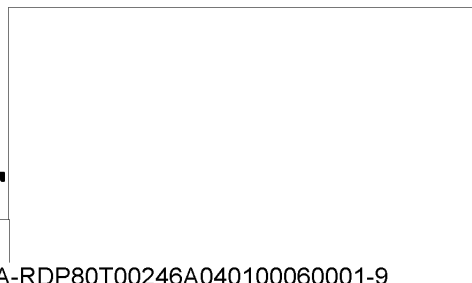
TAXI-TRACKS/HARDSTANDINGS

5. There was a circular concrete apron ("M" on sketch at Appendix "A") about 300 m. in diameter in front of the main hangar, from this apron access tracks (marked NOP on sketch at Appendix "A") led off to the runway. There was a distance of 2 km. between the junctions of access tracks N and P with the main runway.
6. The thickness of the concrete on the apron and taxi-tracks was approximately 30 cms.

AIRFIELD INSTALLATIONS

7. Hangars. Up to the end of December 1957 three large hangars had been built (C, D and E on sketch at Appendix "A").
8. All hangars were built of steel, had curved glass rooves, and were of similar design, although the middle hangar was the largest.
9. Approximate dimensions of the larger hangar (D on sketch at Appendix "A") were as follows:-

Length - 130 m.
 Width - 80 m.
 Height - 25 m.
 Height (to highest point of roof) 30 m.



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10. Electrically operated sliding doors, about 80 m. in width, opened in the side facing the concrete apron. Two smaller doors, located one each side of the main doors, opened from the side of the hangar. Administrative and technical offices were positioned at each end of the hangar (see sketch at Appendix "C").

11. Approximate dimensions of the two smaller hangars (C and E on sketch at Appendix "A") were as follows:-

Length - 80 m.
Width - 80 m.
Height - 15 m.
Height (to
highest point of
roof) 20 m.

12. Electrically operated sliding doors occupied the whole side facing the runway. Administrative and technical offices were located in the same relative positions as on the main hangar.

13. Two additional hangars are to be built somewhere on the S.E. end of the airfield. It is not certain when work will start on these hangars. All previous Luftwaffe hangars have been demolished.

14. Fuel Storage. The old Luftwaffe fuel installation has been demolished and a new fuel installation (marked H on sketch at Appendix "A") has been built. All tanks are underground.

15. The fuel installation is fed by cistern wagons which are brought up to it on a branch of the rail spur. Fuel bowlers are filled direct from the fuel installation for aircraft refuelling purposes.

16. Rail Spur. The Rail Spur has been newly built. Its approximate route is shown on the sketch at Appendix "A". It forks near the fuel installation and the right hand fork presumably goes to the Aircraft Factory.

17. Miscellaneous Buildings. The Construction Offices (marked "A" on Appendix "A") for the administration of building and construction work on the entire complex, Fire Station, building for SSD personnel, and three small two-storeyed barrack buildings ("I" on sketch at Appendix "A") for the accommodation of Soviet Russian guard troops.

AIRCRAFT

18. The completed section of the runway has been in use since 1st May 1957 by the following aircraft:-

Propellor driven YAK Fighters
MIG 15's
MIG 17's
IL 14's

19. The fighter aircraft come from EGAF units for repair and testing and the IL 14's are manufactured in the aircraft works. was on one of the IL 14's:-

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20. As many as 20 aircraft are sometimes lined up on the large concrete apron in front of the main hangar.

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FUTURE DEVELOPMENT AS AIRPORT

21. It is planned to use the SW portion of the runway as a civil airport. How much of it is to be used or when work is to start is not yet known.

RADAR

22. The old Hansa Haus, a two-storeyed building (marked "B" on Appendix "A") is used as a Radar Centre. On the western end of the roof a radar apparatus is mounted (see sketch at Appendix "D"). It consists of a mesh reflector, roughly the shape of a Pattycake reflector, rotatable both in azimuth and elevation, mounted as shown on sketch.

Flugzeugwerke DRESDEN/KLOTZSCHE

23. The aircraft works known as the Flugzeugwerke DRESDEN/KLOTZSCHE are an integral part of the airfield complex and consist of the three assembly and production buildings (marked JKL on Appendix "A"). The SW building is the largest.

24. Two engined passenger aircraft, presumably IL 14's, are being built. Deliveries are made abroad, mainly to Czechoslovakia, Hungary and China.

25. All aircraft built here are tested on the airfield.

26. Additional buildings are planned for construction in the area to the NE.

27. The drawing offices for Flugzeugwerke DRESDEN/KLOTZSCHE are in PIRNA/SONNENSTEIN.

UNDERGROUND INSTALLATION

28. There is an underground installation at approx. MR 142652 below the area immediately in front of the hangar marked E on sketch at Appendix "A". The entrance is in the hangar. It was previously used as a German Army Headquarters.

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APPENDIX "B"

Key to Diagram of DRESDEN/KLOTZSCHE Airfield at Appendix "A"

- A - Construction Offices for building and construction work on
airfield.
- B - Hansa Haus (Radar)
- C - Hangar (Objekt 13)
- D - Hangar (Objekt 22)
- E - Hangar (Objekt 16)
- F - Fire Station
- G - Staatssicherheits Dienst
- H - Fuel Installation
- I - Three small two-storeyed barrack buildings for Russian troops.
- J)
- K) - Aircraft Factory Buildings of the Flugzeugwerke
DRESDEN/KLOTZSCHE
- L)
- M - Concrete Apron ca 300 m. in diameter.
- N) - Taxi tracks.
- O)
- P)
- Q - Cell Building
- Airfield Boundary (approximate)
- +--- Railways
- ==== Roads

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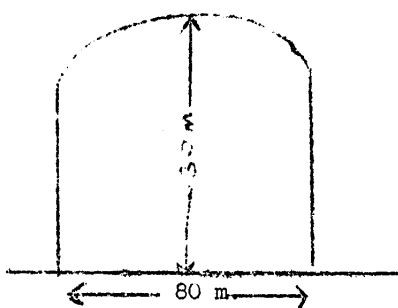
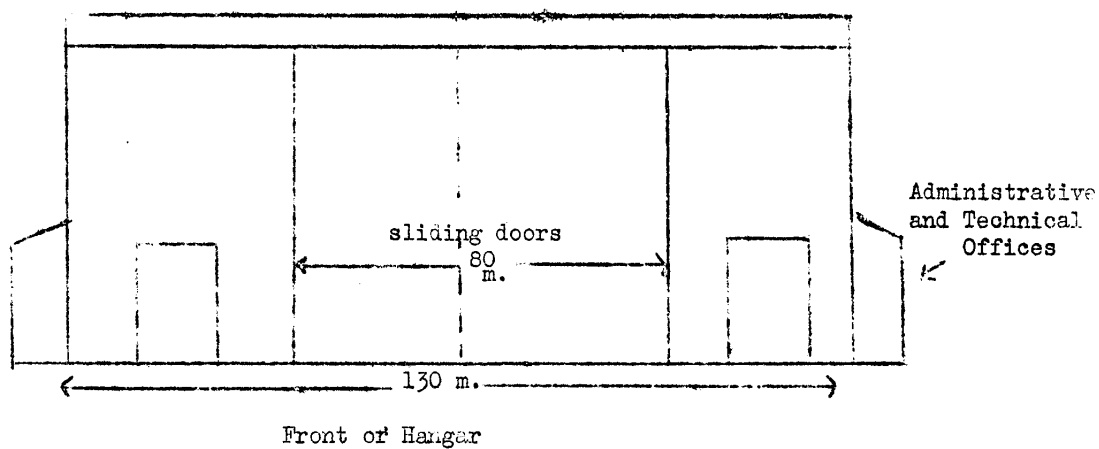
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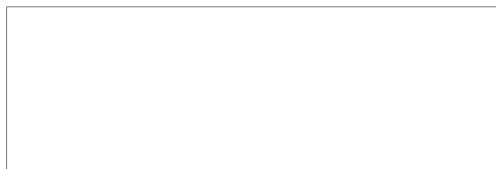
APPENDIX "C"

DRESDEN/KLOTZSCHE Airfield Sketch of Hangar (Objekt 13)



Side view of Hangar

All measurements approximate - not to scale



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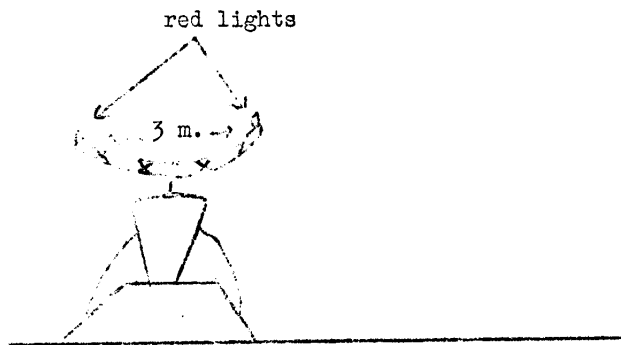
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APPENDIX "D"

DRESDEN/KLOTZSCHE Airfield

Sketch of Radar Apparatus on Roof of
Hansa Haus ("B" on sketch at Appendix "A")



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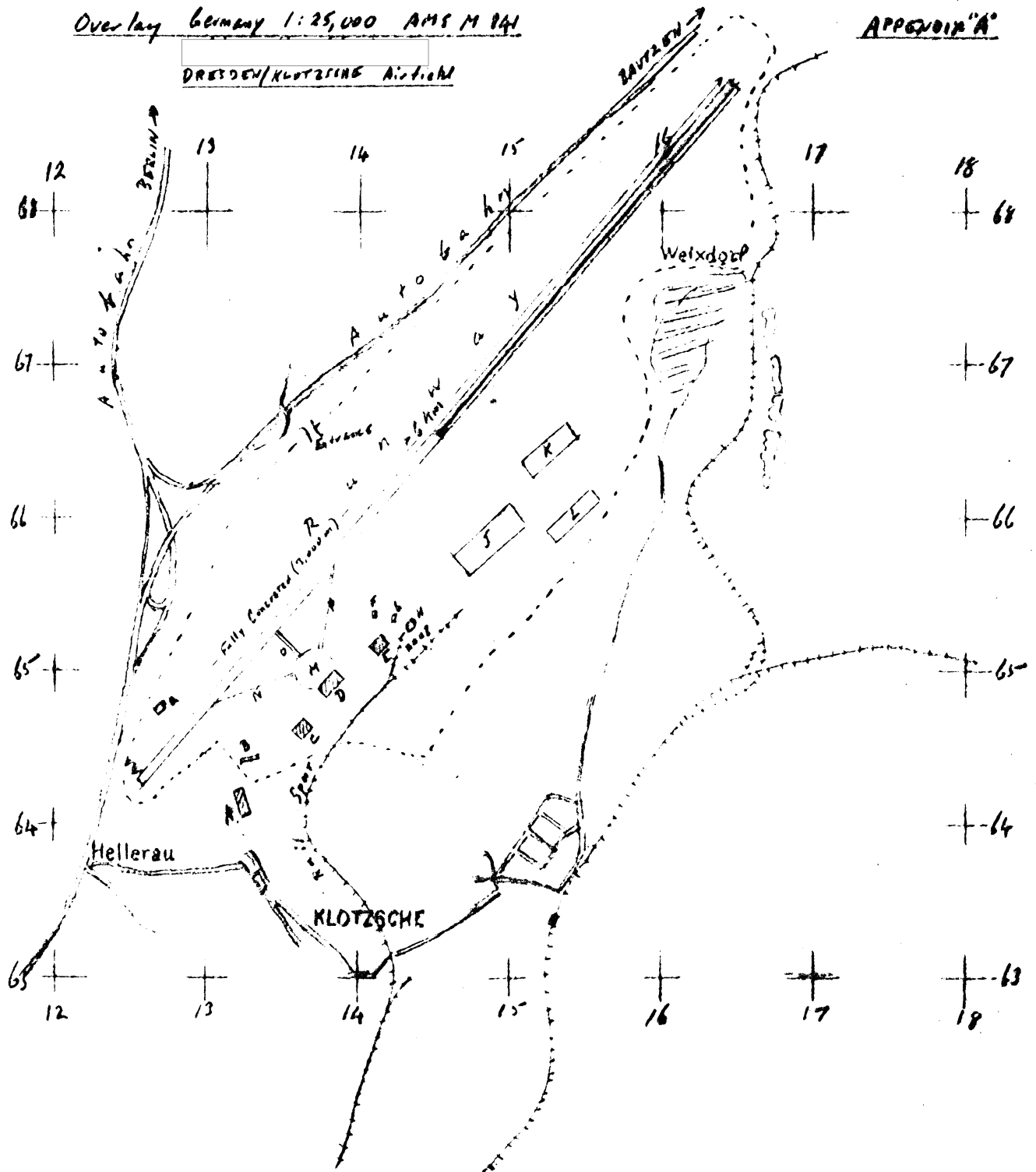
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Appendix "A"

DRESDEN/KLOTZSCH AIRFIELD



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